

Intimations.

GOVERNMENT NOTIFICATION.
THERE are TEMPORARY VACANCIES
in the COLONIAL SECRETARY'S OFFICE

BOVRIL

for:-

(1) A TYPEWRITING CLERK—
SALARY—\$100 a month.
QUALIFICATIONS.—The Applicant must be able to typewrite rapidly and correctly, and must possess a good knowledge of English.

(2) AN OFFICE CLERK—
SALARY—\$50 a month.
QUALIFICATIONS.—The Applicant must possess a good knowledge of English, and must be a man of intelligence and good character.

Engagements will be terminable at one month's notice on either side.

Applications in own handwriting with the usual Certificates should be sent to the ACTING COLONIAL SECRETARY not later than the 15th instant.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 5th June, 1901. [6010

**THE NEED
OF
MUNICIPAL FREEDOM
IN
HONGKONG.
BY
"SCRUTATOR."**

With Leading Articles and Correspondences
thereon Reprinted from the "HONGKONG
DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy, or Six Copies for \$1.

On Sale at LOCAL NEWS AGENTS and
H. RUTTON'S KOWLOON STORE.
Hongkong, 3rd June, 1901. [5900

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNA, &c.

REPAIRS of WATCHES and CLOCKS
by competent European experts at
Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901 1526

SINGING, PIANO, MANDOLINE,
AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.
TERMS\$10 per Month.
 (TWO LESSONS PER WEEK).
 Application may be made by intending pupils through the **ROBINSON PIANO CO.**
 Hongkong, 20th April, 1901. [444c]

THE
ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM

TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.

Grand stock, reduced to clear.
Hongkong, 28th May, 1901. (571c)

Auction.
PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
(UNDER THE BILL OF SALE).
FOR ACCOUNT OF THE CONCERNED,
ON
MONDAY, the 10th June,
1825.

No. 17, DES VŒUX ROAD above the Office of
P. & O. S. N. Co.
SUNDRY OFFICE FURNITURE.
Comprising:—
TEAKWOOD DESKS, OFFICE CHAIRS,
LETTER BOXES, STATIONERY CASES,
COUNTERS, One large COPYING PRESS

and STAND, BOOK RACKS, &c., &c.
ALSO:
REMINGTON and HAMMOND'S
TYPEWRITERS and large IRON SAFE
by PHILLIPS & SONS, London,
And
A quantity of COMMERCIAL CODES,
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th June, 1901. [6000

Notice of Firm.

NOTICE.
THE PARTNERSHIP in our Firm of
Mr. HENRY CRAWFORD and Mr. JOHN
MC CALLUM expired on 31st March, 1901.
Mr. ALFRED HOLLAND SKELTON, Mr.
DUNCAN CLARK and Mr. FRANCIS CUMING
WILFORD were admitted as PARTNERS.

1st April, 1901.
LANE, CRAWFORD & CO.
Hongkong, 4th June, 1901. [597C]

Today's Advertisements.

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND

IN THE MATTER OF THE PETITION OF DAVID GILMOUR OF DUNDAS STREET, IN THE TOWN OF TRENTON, IN THE COUNTY OF HASTINGS, IN THE PROVINCE OF ONTARIO CANADA LUMBER MANUFACTURER FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG, OF AN "IMPROVED METHOD OF MANUFACTURING LUMBER" FOR WHICH HE LATELY OBTAINED LETTERS PATENT IN THE PROVINCE OF ONTARIO, CANADA, ON THE 6TH DAY OF SEPTEMBER, 1899, GRANTED TO THE SAID DAVID GILMOUR.

NOTICE is hereby given that the PETITION, SPECIFICATION and DECLARATION required by the above-cited ORDINANCE have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said DAVID GILMOUR to apply at the Sitting of the Executive Council hereinafter mentioned for the Exclusive use within the said Colony of Hongkong of the above named Invention.

And Notice is hereby also given that a Sitting of the Executive Council, before whom the matter of the said Petition will come for decision, will be held in the Council Chamber, at the GOVERNMENT OFFICES, Victoria, Hongkong, on MONDAY, the 17th day of JUNE, 1901, at 11 A.M.

Dated the 8th day of June, 1901.

STEPHENS & THOMSON,
18, Bank Buildings, Hongkong,
Solicitors for the said
DAVID GILMOUR.

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DAVID GILMOUR.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "KIAUTSCHOU," of the HAMBURG-AMERICA LINE, Captain P. Lunschied, due here with the outward German Mail about WEDNESDAY, the 12th instant, will leave for the above Places about 24 hours after arrival.

NORDDER LLOYD.

For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 8th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship "INDIA," Captain Ghezzi, will be despatched as above on TUESDAY, the 18th instant, P.M.

For Information as to Freight, apply to
SANDER, WIELEK & CO., Agents.

Hongkong, 8th June, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "PARRAMATTA," Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 8th June, 1901.

Today's Advertisement.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the
ACCIDENT DEPARTMENT
has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS,
Local Manager,
10, Des Vieux Road, Central,
Hongkong, 23rd May, 1901.

Refractions.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" tending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest, and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 8, 1901.

NOTES AND COMMENTS.

Obituary.

It is with great regret that we record the death of Mr. W. MACHELL, late Assistant Master at Queen's College, which took place on the 16th March last. Mr. MACHELL was a very well-known personality in the Colony and many is the Hongkong boy who should mourn his loss. He carried out the idea, which we have so often pointed out as being so sadly lacking in the educational establishments of the Far East, of trying to teach his pupils to act in an upright, honest and gentlemanly manner, and for this trait in his character many a Hongkong parent should be grateful. He was not only an excellent teacher, but he tried to make his pupils' bodily welfare his care, and he encouraged healthy sports in a most enthusiastic manner. As Secretary of the Victoria Recreation Club Mr. MACHELL did an immense amount of good to the youth of the Colony in instilling a love of exercise and pure health recreation into them, and as a Lieutenant of the Volunteers he was a most conscientious and painstaking officer. In fact he was a man who believed in a life of usefulness and carried out his belief to the best of his powers. No man can do more. Yet his end must have come as a happy release at the last, for he had been smitten with paralysis of the lower limbs, and all who knew him will appreciate what a great trial such a disease must have proved to his energetic spirit. We wish we had more men of his stamp in the Colony; we need them.

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REUTER'S TELEGRAMS.

THE DERBY.

LONDON, June 5th.

Twenty five started in the race for the Derby.

BRITISH SOUTH AFRICA.

A British force from Aliwal North has recaptured a quantity of stores captured by the Boers at Jamestown, after defeating the latter.

THE JAMESTOWN FIGHT.

The garrison of Jamestown consisting of sixty men made a gallant defence of the place. They were finally overwhelmed by superior numbers.

The Boers lost twenty seven.

CRICKET.

Remarkable cricket was witnessed in the match between Warwickshire and Lancashire, the former scoring 532 for four wickets declaring the innings closed, and winning by an innings and 75 runs.

BRITISH SOUTH AFRICA.

CASUALTIES DURING MAY.

June 6th.

Official returns show that 724, including 25 officers, were killed or died in South Africa during May.

MR. BRODRICK ON THE SITUATION.

Mr. Brodrick, speaking at a dinner given to the South African Civil Surgeons, said there was no ground for disquietude in the situation. He thought the War had shown that the British troops were not worse trained than those of the Continental armies, and that experience in China had proved that foreigners had plenty to learn from us.

BRITISH SOUTH AFRICA.

A portion of Beyer's commando was surprised by the British near Warmbaths. The enemy fled after a stubborn resistance, losing 37 killed and practically all the transport and supplies. The British losses were 7 killed and 18 wounded.

LOCAL AND GENERAL.

Mr. MacGowan, of Messrs. Bradley & Co. is staying a few days in Hongkong, shortly leaving for the old country.

THERE will be a Gymkhana held in Hongkong at the latter end of this month, particulars of which will appear later.

THIS afternoon the Hongkong Volunteers will compete for the shield offered by His Excellency the Governor at the new built in Happy Valley.

THERE was a fire last night at 292, Queen's Road Central, a Chinese house. It started about 10 o'clock, but by 11 the Fire Brigade had it well under.

THERE are temporary vacancies in the Colonial Secretary's Office for a typewriting clerk, salary \$100 per month, and an office clerk, salary \$50 per month, vide advertisement appearing elsewhere.

THE new N. Y. K. s.s. *Kaga Maru* is now in the harbour. She starts under the command of Captain Eckstrand, for Victoria and Seattle, via Shanghai, next Monday. We hope to give a short description of her in Monday's issue. She was built at Nagasaki.

A NAGASAKI despatch to the *Kobe Herald* of the 29th ult., states that the mails for the north from Shanghai and Hongkong hitherto sent on to Kobe by steamer are in future to be forwarded by train. Twenty-four hours will be saved in the transmission of mails when the new arrangement is started.

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs., respectively. The increase dates from June 1st.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

SINGAPORE papers report that on the 29th ult., whilst a number of Midshipmen from the Japanese training ship *Hashidate* were sailing a pinnace in the harbour, the boom suddenly swung round and knocked one of the middles overboard. He sank immediately, and on the evening of the 30th ult., the body had not been recovered.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

1—Cavatina "Lied of Lammermoor" ... Kappay;
2—Selection "The Gondoliers" ... Sullivan;
3—Waltz "Euphonia" ... Waldteufel;
4—Song "The House of the Rising Sun" ... Cohen;
5—Selection "A. Gaiety Girl" ... Jones;
6—Dance "Conquer" ... Funch and Judy ... Boggett.

"God save the King."

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

LOCAL Sharebrokers report a very quiet week's business. Hongkong is certainly not short of scrip, a slight rise in price invariably finding a sufficiency of profit takers.

A PERSON desirous of insuring his life was asked what his father died of. He answered, says the *Daily Chronicle*, that he did not know exactly, but "it was nothing serious." A similar opinion was held by the husband who was suddenly informed that a serious accident had befallen his virago wife. Every one will remember his answer. "Don't make me laugh," he said, "I've got a cracked lip."

M. GASTON DONNET, the Special Correspondent of the *Times*, in China, seems to be very tired of both the country and the people. Writing on the West River, between Wuchow and Nanning, he says he will be found dead soon—dreading a variety of melancholy afflictions such as seeing too many rice fields, too many bamboos, and too many Chinese; and the junks floating on the yellow waters; and the rocks opportunely placed in the middle of the stream to rip open the junks.

AN exchange says the *Kreuz Zeitung* expresses the belief that the English Pekin Syndicate, for the exploitation of coal, iron, and petroleum resources in the Province of Shansi will endeavour to have its claims recognised during the present Peace negotiations, but that the Powers will not assent to this. The paper, which declares that the Syndicate's Concession was obtained in an illegal manner, thinks that Germany will offer serious objections, on the ground that Shansi is the natural hinterland of German Kiaochow and the Province of Shan-tung.

A MOUNTAIN of logs—ten million feet of them—is about to be towed across the Pacific. A similar experiment, tried in the Atlantic some years ago, resulted in a stormy smash up that left acres of lumber floating on the waters. But the Robertson Raft Company (states *The Daily Chronicle*) has been very successful in rafting timber from Oregon to San Francisco, and is thus encouraged to bolder ventures in cheap transportation. Over 1,000 tons of heavy chains will be used in constructing the raft; and if it reaches the Orient in safety, the profit will be stupendous.

A WRITER in the *Sketch* tells us that American women do not like to put their shoes outside their doors at hotels for fear that their neighbours passing along the corridor should make remarks on the size of their footgear. So they keep a pair of shoes several sizes too small for them, and after carefully putting a few specks of mud or a little dust on them leave them outside the door for other women to envy their small size. The shoes which they have been wearing they clean themselves, and never trust to the hotel porter. Probably the *Sketch* correspondent hails from Devonshire and this is his way of distracting attention from the under-standings of his county women.

AT THE MAGISTRACY.

STEALING CLOTHING.

Yam Yaw Kwai was charged with attempting to steal a quantity of clothing from the verandah of No. 2 Jervois Street. Defendant stated he was only on his way to have some tea. He did not take the things and he did not run away. Fourteen days' hard labour without the option.

UNDER THE INFLUENCE.

Jack Hixstons was proved to be the worse or better for liquor and was fined \$3.00 or 7 days. The fine was paid.

ARMED.

Ho Shing had two daggers taken away from him and was fined \$5.00 for possessing them.

HARD LABOUR.

Ip Po and Lo Wai were disposed of promptly for petty thefts, getting 14 days each.

CLEARING THEM OUT.

Quite a number of cases came on this morning before Mr. Kemp of places kept as disorderly houses, and the occupiers were fined.

The usual batch of offenders were up this morning at the instance of the prosecuting officer of the Sanitary Board. The people charged with disobeying the lawful commands of the S.I. are not treated harshly, but they are given to understand they must conform to existing regulations.

THE PLAGUE.

Number of cases reported up till noon of the 7th June, 1901

Chinese	1,047
Other Asiatics	31
Europeans	14
Number of cases reported during the past 24 hours	23
Chinese	23
Other Asiatics	1
Europeans	1

Total number of cases reported to date 1,117

Number of deaths reported up till noon of the 7th June, 1901

Chinese	1,002
Other Asiatics	20
Europeans	5
Number of deaths reported during the past 24 hours	24
Chinese	24
Other Asiatics	0
Europeans	0

Total number of deaths recorded to date 1,051

Since noon on Saturday last the cases and deaths are—

Cases Chinese	150
Other Asiatics	9
European	2
Total	161
Deaths Chinese	151
Other Asiatics	4
European	0
Total	155

The plague returns for last week were—

Cases	215
Deaths	207
Deaths for 1st June, 1894, were:	1,112
Total deaths to date	69
New cases in previous 24 hours	107
Deaths in previous 24 hours	69
Patients under treatment	230

Amongst the cases of plague reported to-day is one, Mr. Rajderson, of 15, McGregor Street.

A TRIP TO KENNEDY TOWN.

Take a rickshaw in Queens Road Central and travel westwards, and, in a quarter of an hour, you can hardly believe you are still in the City of Hongkong. Passing the fire station and branching to the right a noticeable change takes place, the streets get narrower, the houses more squalid, the well-to-do Chinese merchant is hustled by the sweating coolie, all bearing witness to the fact of overcrowding, and a teeming population pent up in a small space. Thousands of houses where it is impossible for fresh air and sunlight ever to enter are huddled together, overshadowed by great godowns, the breeding ground for rats. You are not surprised that this is the most plague stricken district in Hongkong. It could not be otherwise, and all the efforts of all the Sanitary Boards in the world would be of no effect under the existing state of things. At the present moment one notices tall blocks of ten-story hovels facing all too narrow streets, rendering proper sanitary conditions and ventilation impossible. The last state will surely be worse than the first. The authorities, in their wisdom, some time ago decided to pull down and clear away Tai-ping-shan and it was consequently done. No provision was made for the people turned out and they flocked to this district and naturally perpetuated the very evil the authorities were tinkering with. Picture to yourself a square mile of ground, built on till hardly a square foot remains vacant and inhabited by the poorest of the people. Can it be wondered at, that decent living is impossible in the face of the grinding poverty that hovers there?

And what methods are used to better their condition? Thousands living in filthy houses—a drain is made; hundreds dying of plague—a house is fumigated; narrow streets—taller dwellings. Why not for a change prescribe for the whole of this business but take it *en bloc* and dissect the lot. Rich men, poor men, men of all alike fumigate every family living there. Enforce a thorough cleaning. But all the cost. It is held better to spend say \$500 a year with inappreciable results (it has been going on now since 1894) than \$2000 straight out. What would follow is this—The rich man, sooner than be subjected to such inconvenience and possible loss, would insist on his poorer neighbour bettering his condition and would have to put his hand in his pocket to induce him to do so.

Leaving unsavoury West Point you come to an open space and facing you is the Kennedy Town Hospital for infectious diseases. Situated on one of the finest sites in Hongkong, the beauty of the surroundings is only marred by the thought of the suffering patients and the regiment of the dead leaving the place. Ninety-nine out of a hundred dread the idea of being taken to this Hospital but no reason for this is found on a closer acquaintance. Take a suppositious case, dealing first with Europeans. A man or woman, after feeling very seedy for a few days consults a doctor, he, after a careful examination of the patient's blood or saliva diagnoses the case as plague and recommends the Hospital. On arrival you are at once taken charge of by a ward master (European) who probably administers a stimulant. There is no delay. The numerous stories one hears of sufferers being left for hours without attention have no foundation in fact. One European (male) and one female nurse is constantly in attendance day and night. Dr. Thompson is there three times a day, and, in the event of a severe case being admitted, if absent, is promptly telephoned for. Nothing beneficial to the patient is stinted either in diet, drugs or alcohol. In the admitted want of knowledge of the disease, facts go to prove the benefit of giving frequent doses of brandy. So much for the European—take the sickness in an early stage, place yourself at once under the skilled treatment provided, and, if you have only the rags of a constitution left the odds are strongly in your favour.

The case of a Chinaman being attacked is far from pleasant reading. The chances are that on the suspicion of having plague he will be taken to Kennedy Town Hospital. At this juncture let me put forward the present state of feeling amongst the Chinese. A native, ordered to Kennedy Town, receives his death warrant. Sooner than disclose his sickness he will haunt the streets till he literally drops. Cast off by his family and friends, spreading infection broadcast he will crawl away and die on the hillside sooner than go to Hospital. While this feeling exists so long will dead bodies be found, so long will the plague claim its victims. Victims of ignorance, of distrust, of dread, of fright.

Let the vernacular papers copy the following facts. A Chinaman admitted to hospital is treated by Chinese doctors with Chinese medicine, attended by Chinese nurses and dies or lives under entirely Chinese methods. Where then comes in the firm belief existing among the natives, that if the Chinaman is allowed to go "homestead" or can remain in his house, forty to fifty per cent of them recover from the horrible disease, whereas ninety-eight per cent. when taken to the Hospital. Surely a trained native nurse, with every convenience at hand must be more efficient than an amateur friend suddenly called in, surely the doctors of the Tung Wah Hospital are better able to cope with the average coolie goes to? But no—arguments fail in the face of blind stupidity, illogical reasoning and superstition. The method of instilling faith into part savage, part child, steeped in traditions, copyists but not originators, astute and simple, has not yet been found.

The moral of this trip is—If we have an inert government and apathetic sanitary authorities we can congratulate ourselves on securing the services of some of the Doctors engaged on a "heart-breaking task"—Dr. Bell, Dr. Clark, Dr. Thompson (more immediately under notice). Take Dr. Bell: he knows no mortal man could efficiently carry out the duties allotted him and honestly sacrifices health in doing his best to carry out a cheese-paring, niggardly, mask-alight can do, government policy.

Dr. Clark, stuck in an office from 9 a.m. till 6 p.m., acquiring from reports. Doing work, (all praise to him for the way he sticks to it) that should be done by proper assistants while he should be out and about actively engaged in a general supervision.

In conclusion, any improvements that are taking place are at the instance, and carried through by the executive staff and not with the help, but rather in spite of those in the "Seats of the Mighty."

WANDERER.

WEATHER REPORT.

The Observatory report says:—On the 8th at 11.55 a.m. the barometer has risen in S. China, fallen in Formosa and Luzon. Pressure is highest over the N.E. coast of China, and the low pressure area seems to be lying to the E. of Formosa. Gradients slight to moderate for N.E. winds on the China coast. Forecast:—Moderate N.E. winds fair.

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HONGKONG SHARE MARKET.

HONGKONG, Friday, June 7th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

There has been a little better feeling in the market during the past week. Rates in general have kept fairly steady and a perceptible improvement in Hongkong and Shanghai Banks and Indo-Chinas may be noted. Banks—Hongkong and Shanghai Banks have been negotiated to a small extent at 280 and 324 per cent premium. The London quotation is 261 to 262. Nationals are unchanged. Marine Insurances—Unions are in request at \$340. China Traders have enquiries at \$60, after small sales at the rate. Cantons remain dull at \$180. Yangtszes have been fixed at \$120. Fire Insurances—Hongkong Fires are on offer at \$335. China Fires have further declined and can be obtained at \$87. Shipping—Hongkong, Canton and Macao Steamboats have strengthened their position and after sales at \$34, \$34 and \$34 may now be placed at \$34. Indo-Chinas are steadier and have been dealt in at \$133, \$135 and \$136. Douglas Steamships have changed hands at \$53 and close firm with buyers at \$53. China and Manila have been disposed of at \$60 and \$62 for the old and at \$50 and \$52 for the new issue. Star Ferries have been done at \$22 and \$23 for the old and new shares respectively and have further buyers. Refineries—China Sugars have been booked at \$134 and \$135, closing in demand at the latter figure. Luxons are neglected at \$38. Mining—Punjoms have weakened and are obtainable at \$7. Ruhs have been, ceased and have been done at \$20 and \$19. Olvers are still offering at \$14 for the "A" and \$14 for the "B" shares. Jet-bus are enquired for at \$5. Docks, Wharves and Godowns—Hongkong and Whampoa Docks have been bought at \$325 and \$327 the market closing steady at \$325 and \$327. Kowloon Wharves are easier and have sellers at \$105. Lands, Hotels and Buildings—Hongkong Lands have been done at \$200 and more shares are to be had at the rate. West Points are quiet at \$56. Kowloon Lands have been sold at \$39. Hongkong Hotels are in the market at \$128. Humphrey's Estate have been purchased at \$133 and \$134. China Providents have found buyers at \$94 and close very firm. Cotton Mills—Ewos are procurable at \$13. 50. Internationals are reported sold in Shanghai at \$18. 40. Soy Chees are quoted at \$18. 300 sellers. Cigar Companies—Allhambers have again been placed at \$1,300. The other companies, it may be noted, have now merged into the Philippine Tobacco Trust Company, Limited, which has been formed in Manila with a capital of \$1,000,000, divided into 20,000 shares of \$50 each, fully paid up. Miscellaneous—Green Island Cements have been parted with at \$10. A. S. Watsons are wanted at \$15. 50. Electric, are enquired for at \$165. We have added to our list a new Company just formed in Manila under the title of the Manila Investment Company, Limited, the capital of which is \$1,000,000 divided into 20,000 fully paid up shares of \$50 each.

SERIOUS FIRE AT SHANGHAI.

The *China Gazette* gives details of the fire at Shanghai on the 1st inst., which we recorded yesterday:—

At 2 o'clock this morning what proved to be one of the most serious fires that ever occurred here in premises under foreign occupation broke out in the row of foreign houses lately erected on the Spanish Augustine Mission property in Broadway, opposite Wai-yea a sort of Oriental tower that has recently grown up with the altered life in Shanghai. Two ricksha coolies passing by saw the commencement of the fire and had the sense to awake the occupants of the houses, while a foreigner living in the vicinity sent along to the nearest telephone to give the alarm. The Hongkong M. H. Loongs were the first on the scene and soon had two streams on from a hydrant right opposite the fire. By this time the houses were in full blaze and when the Hongkows came along the Seward Road, leading to the Aquarius Co., that road was so full of smoke that the driver could scarcely find his way through. The third reel on the scene was the Victoria's and they took water from a hydrant in Broadway. Then came the Deluge and the Shanghai M.H. Loongs so that there were soon six streams on. The first stream on succeeded in confining the flames but, notwithstanding, the upper part of ten houses were

BY THE WAY.

Encouraging Crime. A few days ago a Chinese man from H.M.S. *Bona Ventura* pleaded guilty before Mr. Kemp to walking off with the Wardroom Mess cashbox, which contained considerably over three hundred dollars. For this offence he was sentenced to four months hard labour. Does it not strike you, Mr. Editor, that such a sentence is apt to act rather as an encouragement than a deterrent to crime? Here is a Chinaman who probably earns at the most from thirty to forty dollars per month; he steals three hundred and the money is not recovered, yet he only gets a four months' sentence. It stands to reason that his spell in goal will be cheaper purchased and that he will be very much better off than when he went in. He will, in all probability, have no difficulty in obtaining another good situation, and he will doubtless lay himself out for another nice little scoop so soon as the opportunity occurs.

It is significant to note how plague has been particularly noticeable in the European cases. Mr. Collins evidently contracted the disease in the same house as Mr. Mehta, the inhabitants of Beaconsfield Arcade made a large addition to our returns, and now Wild Dell has accounted for four cases. Surely it would be as well for the Sanitary Board to take steps to close this house as they have done with Beaconsfield Arcade. It would be a pity for this building to be allowed to continue to spread the disease.

On the voyage from Singapore to Pore to Albany, the Duke had the "Ophe" nominated his desire that the celebration in accordance with ancient custom. The line was actually crossed on Tuesday night, April 30, but Thursday was the date fixed for Neptune's festival. The sea-god, accompanied by the sea-goddess Amphitrite, and the satellites boarded the ships on Wednesday evening. The captains welcomed them, offering "five water," and the following morning the process of shaving and ducking all on board who had not previously crossed was carried out with the traditional observances, many officers and correspondents undergoing the ordeal.

The completion of the ceremony was announced to the Duke by the following signal from the *St. George*:

"Kindly inform His Royal Highness that Father Neptune with Amphitrite and a large following of sun-gods and benevolent spirits boarded last night. They had quarters assigned to them in the chain lockers and sand tanks. Some men were this morning presented to them and made sons of Neptune by the usual process. Father Neptune, with his wife and family, has now left the ship."

A variety of other jocular signals were exchanged, the most acceptable to the crews being:

"His Royal Highness has observed that the mainbrace of the *Ophe*, *June*, and *St. George* requires splicing, and he hopes this may be done after exercising this evening."

This was an invitation to drink the Duke's health in an extra glass of grog, and was received with three times three.

An extraordinary event has occurred at Ancona in connection with the disappearance of two midshipmen from *H.M.S. Empress of India*. On April 23rd, *H.M.S. Empress of India*, under command of an officer and four armed sailors landed. They were met by Mr. Tommasini, the English consul, and they immediately asked him to hand over to them two officers. Consul Tommasini knew nothing of the matter. However, the officers were better informed. The *Andromeda*, which has just returned from taking Lord Rosebery to Naples, had received an order by semaphore from Valletta to proceed at once to Ancona and pick up two officers. Capt. F. J. Foley, of the *Andromeda*, sent an officer to the Prefect of Ancona to make inquiries; and, finding that there were no English officers in the town, the ship left the same day for Malta. A full investigation brought the following facts to light. Three weeks previously two young midshipmen, named Edmund Combe and Percival Reynolds, who had only joined the service on Jan. 15th, were missing from the *Empress of India* at Malta. They were found at the railway station at Ascoli, where they were travelling without tickets, as they had no money. They were detained and they asked to be put into communication with the English Ambassador at Rome. Through his agency the captain of the *Andromeda* was informed of their whereabouts, but owing to some official delay the two boys had not reached Ancona when she called there for them. They arrived later, and on being interviewed, they said that they left Malta with £15 between them, which was spent almost at once and for ten days they had had scarcely anything to eat.—*S. T.*, May 30th.

A Message. *Gazette* writes from Perim:—
A fisherman from Sheikh Seyd came to me this morning (April 10th) with something carefully wrapped up in a loin cloth. He stated, as nearly as I can translate:

"Many men on the beach at Sheikh Seyd last night saw a strange bluish light bobbing about on the water, not far from the shore. There was much noise and disturbance of the water as it was made by fish when fighting. All the men but myself were afraid to go afloat to see what was the cause. I went in my canoe and found a large fish nearly dead. It was clicking its jaws, and when I lifted it we saw it was coning. I lifted the fish into my boat, and with great difficulty and much exertion, pulled from its gullet a black bottle, which was firmly fixed therein. There was a cork in the bottle which had nothing liquid inside—only the light was there. I pulled the cork out with my teeth and snail, and the light went out at once and went into me and made me light-headed. That man (pointing to another fisherman standing outside) says he came to my boat after two hours' time, and found me asleep in it, with the fish in my arms and the bottle between my knees. I cannot say he is a liar, but it may be so. I myself do not lie. When it was daylight, I saw a paper in the bottle, so we came across at once to you. The fish has been sold in the market, and that man has taken one half the price; and he now waits outside to take one half of the large blackbeesh that you will give me for this bottle with the valuable paper touched inside." Saying this, he unwrapped the bottle but did not hand it over, as the friend outside stepped forward and modestly suggested that a small payment on account should first be made. It being too early in the morning to buy a pig in a poke, the question of blackbeesh, in part or whole, was held up for settlement on the outturn value; and I obtained possession of the bottle. The crumpled card, I now enclose, was shaken out of it.

"This is the empty bottle after my last drink before reaching Aden. April 7th (Easter Sunday), 1901, on board the *Himalaya*."

A. G. WATSON.

PLAGUE THREATENING AT TOKYO.

A Tokio despatch to the *Mainichi* states that the authorities of the Imperial University Hospital and Metropolitan Police are enquiring into the origin of the plague infected rats found in the compound of the hospital as previously reported by the *Kobe Herald*, but so far nothing definite has been ascertained. Some take the view that the discovery may be traced to the medical experiments with plague bacilli, while others believe that the students of the University who were sent to Formosa to enquire into the outbreak of plague there brought the germs home with them. According to the *Asahi* the authorities of the Imperial University Hospital have prohibited the admittance of patients for ten days and have removed all patients from the hospital to buildings some distance from the locality where the plague infected rats were found. Inspection of all persons frequenting the hospital was to be enforced from the 27th ult, as an additional measure of precaution against the introduction of bubonic plague.

SUGGESTED PLAGUE REMEDY.

Dr. K. N. Gokhale, who was Chief Medical Officer at Bhor during three successive visitations of plague, states that by far the most efficacious remedy for the disease is iodine perchloride, lately introduced by Professor Gajjar for the cure of maladies having specific organisms as their cause. In order to test this powerful germicide in plague cases, Dr. Gokhale took charge of eleven cases of bubonic plague, in which no other treatment was resorted to. Of these eleven cases, six were cured and five died. Of the six that were cured all had buboes, three had delirium, and all the treatment was commenced just at the beginning of the initial symptoms of fever. Of the five that died, one was a child of 18 months, and succumbed in twenty-four hours. Of the rest, though the treatment was commenced early, one case was complicated with elephantiasis and erysipelas, and succumbed in 48 hours from the commencement. In the remaining three the treatment was commenced late; but seven of them lingered up to the tenth day, and then succumbed. Dr. Gokhale adds that he found the same remedy marvellously efficacious in typhoid fever, malarial fever, and dysentery; and he strongly recommends it to the notice of the public and particularly of the medical profession.—*Ceylon Independent*.

MR. MCLEAVY BROWN IN COREA.

The following is the editorial comment in the *Corea Review* on the penultimate dismissal of Mr. McLeavy Brown:

The new imperial palace has been steadily growing in size by the purchase and inclusion of surrounding properties. The Government, which means practically the Household Department, desired to include the Customs premises in the palace grounds, but without apparently estimating the difficulties involved in the removal and proper bestowal of the accumulated archives of such an institution as the Imperial Customs, and the housing of them in charge of them, it asked Dr. J. McLeavy Brown to vacate the premises on the shortest possible notice. As this was manifestly impossible, he made the very reasonable and necessary request that time be given for the arrangements to be made, but without refusing to accede to the demands of the Government when kept within the limits of the possible.

Thereupon Dr. Brown was informed that the Government had decided to dispense with his services. As everyone knows, the matter assumed an international significance as well it might in view of the very high standing of the parties involved and in view of that which could be read between the lines of the whole transaction. The arguments were conclusive, and the Government was induced to withdraw its demand.

It hardly need be said that the Imperial Customs has always been a financial ship of State. It has been a great and valuable conservative element among the fluctuations of what we might call experimental finance on the peninsula. By wise forethought and frequently misunderstood economy Dr. Brown was able to pay off several millions of Government debt to Japan, and thus extricate Corea from a serious situation. If his conservatism has seemed draconic it must be remembered that such conservatism was needed to counterbalance an equal extreme in the opposite direction and effect a healthful equilibrium.

The Customs of Corea have had a steady and healthy growth, and very few mistakes have been made. Now that the Government has obtained almost five million dollars from France the value of the Customs comes to the fore, for it forms the only security that is satisfactory to the creditors. As such a time it is necessary that the Customs should be administered as they have been, and in such a way that the receipts can be applied without fail to the liquidation of those debts whose liquidation forms the basis and proof of Corea's solvency.

The Government claims that much of the blame for the misunderstanding lies with Kim Kyn-houir who acted as interpreter between Dr. Brown and the Palace, and in consequence he has been banished for ten years to Ch'u do, an island off Whangha Province.

The Korean Government is to be congratulated on its wise determination to retain in the highest post within its gift a man like J. McLeavy Brown, whose nationality and whose known sentiments proclaim him to be unalterable in favour of Korean autonomy.

We may be pardoned for trespassing thus far into the field of politics, for this is a matter that touches Corea's welfare so nearly that to mention it would lay us open to the charge of remissness.

PUGILISM IN RANGOON.

THE SLAVIN-MCAULIFFE GLOVE FIGHT.

The glove fight between McAuliffe and Slavin, held under the patronage of the Lieutenant-Governor and General Protheroe, took place at the Jubilee Hall, Rangoon, on the night of the 16th May in the presence of a crammed house. The contest lasted only six rounds, Slavin announcing that he was fairly beaten, and quite incapable of finishing twenty rounds.

This fight was, if we mistake not (adds the *Madras Mail*), a return match for the fight taking place in Calcutta in the first week in January, when McAuliffe won on points after 20 rounds. The victor, however, could have won in the fourteenth round, as Slavin was obviously beaten at that stage. Slavin is the bigger and heavier man, but apparently McAuliffe is the better boxer. J. Slavin must not be confused with Frank Slavin, who was in the front ranks of pugilism at home about twelve years ago, and on the 23rd December, 1899, met Jim Smith for the Championship of the Ring, at Bruges, in Belgium, when the fight was stopped by the Referee, after 14 rounds, as the roughs interfered considerably with Slavin.

THE SCOTTISH UNION AND NATIONAL INSURANCE CO.

The 76th Annual Meeting of the Scottish Union and National Insurance Co. was held at Edinburgh on the 1st ult. The report stated that during 1900, 878 new life policies had been issued, amounting to £390,025, and yielding in premiums £14,598. The Life and Annuity funds amounted to £4,002,992. The Fire premiums received amounted to £573,771 and the claims were £386,749. A dividend was declared at the rate of 167 with bonus of 112, leaving a balance of £3,748, to be carried to next year's account. The total funds amounted to £4,993,482. The report was approved of. The Hon. James W. Moncreiff and Mr. Keith, R. Mailland directors, who retired by rotation, were reappointed. Mr. James A. Molleson, C. A. was reelected Auditor.

THE DALLAS CO., IN CEYLON.

ENGAGEMENT OF MISS E. DE WORMS.

As will be seen from the following clippings from the *Ceylon Independent* Colombo has apparently gone mad over the engagement of Miss Evelynne de Worms.

AN INTERESTING ENGAGEMENT.

We have great pleasure in announcing the engagement of Mr. Henry Davis, Manager and Secretary of the Bristol Hotel, Colombo, with Miss Evelynne de Worms, the clever actress and prima donna of the Dallas Musical Comedy Company. We are sure the pair, who are eminently suited to one another, will receive the hearty and sincere congratulations of the many friends who have hitherto been outside the secret. And Miss de Worms may rely upon a very cordial welcome on returning to reside in this Colony with her husband.

CEYLON CHIT CHAT.

A theatrical marriage followed by a theatrical wedding announcement. This is good, very good. "Dad" burst into my bedroom with the joyful tidings at 9 a.m. on Tuesday morning (at the time) I cut myself twice, shaving at the time. I cut myself twice, but I would have proceeded to cut myself still further had not my attention been distracted by the capers of the veteran, who was conducting himself like a two-year-old. He had got the Muses on him. I understand this complaint to be something akin to prickly heat or measles. He kept repeating in languishing tones which put all thoughts of shaving out of mind:

The fragile *Minnie* Willow
With lusty cures, I fear
To speak to her of love would be
A dangerous course to steer
While *Evelynne* the Queen of song,
Were we to come to terms,
Some jealous murderous rival might
Consign me to *De Worms*.

Dad gave me a lot more of the same sort. Excellent fooler, thought I. Under that rugged exterior thou concealest a heart as tender and sympathetic as a woman's. Ever lively, light-hearted and chirpy, this old man who has been on the stage nearly seven score years, so his admirers laughingly assure him, can touch the springs of real passion and feeling when he likes.

Who would imagine for instance that the author of the following beautiful lines is the same person who had indicated that burlesque "The Will of the Widower," the following verses of which are a sample:

The sylph-like *Capel* I admire
I would that she were mine,
The years to come with her would be
A dreamy task divine.
But should I ask her fervently
To say the sweet "I will,"
I'd have to settle matters with
That bouncer "Blinky Bill."

The plump and pleasing *Norton*, would look Dorcaslike and sweet,
While patching up the *holy* socks
That sanctify my feet.
But should I pop the question, I
Am very sure, slack!

That portridge-fed long streak of wind
Will (o) n be on my track.

Fair Denmark's daughter *Bertha*, who
Is all one could desire,
Might serve to sew on buttons which
I now secure with wire.

But *Largo Portamento* Val,
So *crochety* and glum,
Might *Furioso* soon reduce
Me to a *minim*-um.

There's *lively Helty*, breezy and
Without a thought or care,
Were we to wed, I'm much afraid
The breeches she would wear
And that's a thing that interferes
With matrimonial joys.

I think I'd better let her still
Remain "one of the boys."

Nance Leslie, who's so *statuesque*
And tall and *debonnaire*,
Is just the one, when I'm a wreck
To trundle my Bath chair.

But should I hint that such a state
Of things may some day be,
Our corpulent stage manager
Might badly damage me.

Then follow more of Dad's verses and the Topicist, who is responsible for it all, goes on:

But I am getting away from the topic of universal interest, the engagement of the Queen of Song to the Prince of Hotel Managers. There is something pretty and fairy-like even in that title. When *Minnie* with the lustrous eyes saw the vivacious *Vic* complete a *chaste pas de deux* prior to their both enacting the unpretentious character of organ-blowers, they little dreamt methinks that one so popular with their own ranks was going so soon to fall a victim to Cupid's bow.

Another exemplification of Salomon's well-known remark in the Proverbs:—"You never know your luck!" The Prize of the Dallas Theatrical Combination of 1900 and 1901 fallen to a Colombo man. There is something to be proud of in that thought. India, China, the Straits Settlements wanted that prize too, and doubtless tried hard to win her. But it was not to be. Capitulation came after a brief siege in the island of Spicy Breezes. The Topicist congratulates the bride and bridegroom on behalf of himself, her friends on and off the stage, and that larger circle who will become embraced within her horizon as she becomes a fixed star.

And so on for another column and-a-half. Evidently the Topicist, like some of Hong-kong's gilded youth—subalterns especially—has been badly smitten.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years observations to 1898.

Barometer.....29.764
Thermometer.....80.7
Humidity.....83.0
Rainfall.....16.495

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....29.77 29.72
Temperature.....81 78
Humidity.....81 83
Rainfall.....—

TO-DAY.

Saturday, 8th June, 1901.
Chinese—22nd of 4th moon of 27th year of Kwang-su.
Sun—Rises.....5hr. 16min.
Sets.....6hr. 41min.
High water—Morning.....1hr. 46min.
Afternoon.....5hr. 19min.
Low water—Morning.....5hr. 19min.
Afternoon.....7hr. 39min.

ANNIVERSARIES.

1867—The Emperor and Empress of Austria crowned King and Queen of Hungary.
1873—Alexandra Palace burnt.
1891—Destruction of mission at Wusuch by anti-foreign mob.
1898—American troops under Major-General Shafter leave Tacoma for Cuba.
1899—Telegram received in Washington from Otis stating disagreement with Schurman 30,000 troops needed for Philippines as far as.
1900—Flight of Mr. Kruger.

TO-MORROW.

Sunday, 9th June, 1901.
Chinese—23rd of 4th moon of 27th year of Kwang-su.
Sun—Rises.....5hr. 17min.
Sets.....6hr. 41min.
High water—Morning.....2hr. 30min.
Afternoon.....5hr. 20min.
Low water—Morning.....6hr. 28min.
Afternoon.....8hr. 30min.

ANNIVERSARIES.

1849—Attempt to burn the British fleet in the Canton River.
1869—H.M.S. *Bonnet* from date to 27th July, captured over 30 pirate junks.
1871—Telegraphic communication established between London, New York and Hongkong.
1885—Treaty of Peace between France and China signed at Peking.
1888—German s.s. *Fero* wrecked off Lamnia Island.
1891—Mission at Soochow attacked.
1892—Suspension of New Oriental Bank.
1897—Loss of the P. & O. s.s. *Aden* with 78 lives.
1898—Chinese cruiser *Foochi* sunk outside Port Arthur harbour, 152 lives lost.
Convention signed by Sir Claude McDougal at Peking, re Kowloon Hinterland.
1899—Situation in Transvaal becoming critical.

AGENDA.

TO-MORROW.
Daylight—O. S. K. Co's steamer *Daijin Maru* leaves for Coast Ports.
Daylight—Douglas Co's steamer *Haimun* leaves for Coast Ports.
Cargo ex *Java* subject to rent.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (Chin.) 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
St. Peter's Church:—West Point.
First Sunday after Trinity June 9th. 11 a.m. Hymn 11; Venite MacFarren Te Deum Oakley; Jubilate Massey; Hymns 275, 321, 430.
6.30 p.m. Hymn 313; Magnificat Smart, Nunc Dimitis Tucker, Hymns 423, 326, 66.

MONDAY, 10th.
2.30 p.m.—Public Auction by Messrs. Hughes & Hough at No. 17, Des Voeux Rd.
4 p.m.—N. V. K. Co's steamer *Kaga Maru* leaves for Victoria B.C. and Seattle U.S.A. via Shanghai, etc.

Cargo ex *Chingwa* subject to rent.

TUESDAY, 11th.
Noon—T. K. K. Co's steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.

5 p.m.—C. M. Co's steamer *Esmeralda* leaves for Manila.

5.30 p.m.—Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion.

Cargo ex *Kanagawa Maru* subject to rent.

WEDNESDAY, 12th.
Noon—C. & Co's steamer *Bormida* leaves for Bombay etc., via Singapore.

Daylight—The O. S. K. Co's steamer *Anping Maru* leaves for Anping, via Swatow and Amoy.

Cargo ex *Chusan* subject to rent.

THURSDAY, 13th.
Noon—N. D. L. steamer *Lomburg* with mails etc., leaves for Southampton.

SATURDAY, 15th.
A. L. S. N. Co's steamer *India* leaves for Fiume and Trieste.

WEDNESDAY, 19th.
Daylight—The O. S. K. Co's steamer *Anping Maru* leaves for Coast Ports.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:

May 30th.
Captain W. Blake, from home leave, resumes command of the *Kwangping*.
Captain Jenkins, has been appointed chief officer of the s.s. *Chun Shan*.
Mr. W. Merry, second engineer of the s.s. *Chun Shan*, has resigned.

Mr. W. Anderson, 3rd engineer of the s.s. *Chun Shan* has been promoted to 2nd engineer, vice Mr. Merry, resigned.

Mr. J. McGinty, Chief Officer of the *Esmeralda* has been promoted to Captain of that vessel.

Mr. P. G. Ashton, Second Officer of the *Perla* has been promoted to Chief Officer.

Mr. P. Skjlan, Third Officer of the *Perla*, has been promoted to Second Officer.

Mr. G. A. G. Morse has been appointed Third Officer of the *Perla*.

JUNE 4th.

Mr. E. B. Hankey, Chief Engineer, s.s. *Wosang*, has been transferred to s.s. *Chefoo*.
Mr. McGavin, Chief Engineer, s.s. *Chefoo*, has been transferred to s.s. *Wosang*.
Mr. T. A. Kyle, chief officer, *Hoihou*, is transferred to the *Wosang*.
Mr. J. Harris, and officer, *Pekin*, is transferred to the *Newchwang*.
Mr. P. Callen, 2nd officer, *Newchwang*, is on leave.
Captain W. McClure, late *Pechili*, is transferred to the *Lienshing*.
Mr. J. R. Hynes has gone 3rd officer, *Taisang*.
Mr. F. Davis, supernumerary 2nd officer, *Wosang*, has gone 2nd officer, *Kingsing*.
Mr. H. Good, chief engineer, *Eldorado*, is transferred to the *Esang*.
Mr. A. Spiers, acting chief engineer, *Esang*, is awaiting orders.

Mr. D. E. McIntyre, 2nd engineer, *Wuchang*, is transferred acting chief engineer, *Hangchow*.
Mr. J. W. Williams, acting chief engineer, *Hangchow*, is on leave.

Mr. W. Thomson, and officer, *Kalgan*, has gone chief officer, *Hoihou*.

Mr. E. L. Jones, 2nd officer, *Pekin*, is transferred to the *Kalgan*.

Captain W. J. Miller, *Pootung*, is on leave.

Captain P. Garriock, from leave, has gone in command of the *Pootung*.

Mr. Shane has gone 2nd officer, *Seechuen*.
Mr. J. Lennox, 2nd officer, *Pekin*, is transferred to the *Kwailin*.

Mr. H. O. Pritchard, 2nd officer, *Kwailin*, is on shore.

June 7th.
Captain Blackland has been appointed to the *Perla* to the *Esmeralda*.

J. Williamson has been promoted 2nd engineer of the *Esmeralda*.

I. Clark has been appointed 3rd engineer of the *Diamond*.

June 8th.
Mr. Sirely, 3rd engineer of the *Chelydra*, has been appointed and engineer of *Taisang*, vice Mr. Hutchinson, resigned.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*Peru*) 10th instant.
Indian (*Lightning*) 11th instant.
German (*Kiautschou*) 12th instant.
Canadian (*Empress of India*) 17th instant.
American (*Coptic*) 18th instant.
American (*America Maru*) 25th instant.
American (*City of Peking*) 4th prox.

The N. P. Co.'s steamer *Victoria* sailed from Yokohama for Tacoma on the 8th inst.

The N. P. Co.'s steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 6th inst.

The P. M. S. S. Co's steamer *Peru* with mails, &c., left Shanghai for this port this morning at daylight.

The steamer *Indravelli* left Moji on the afternoon of the 5th inst., for this port, and is due about Monday, the 10th inst.

The D. & Co's steamer *Heathburn* from New York and Straits is expected to leave Manila on the 13th inst., and due here about the 15th or 16th inst.

The N. Y. K.'s steamer *Shinano Maru* (European Line) left Shimomoseki for this port on the 8th inst., and is expected to arrive here on the 12th inst.

The P. M. S. S. Co's steamer *City of Peking* with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6th inst.

The P. M. S. S. Co's steamer *America Maru* with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 29th ult.

The Canadian Pacific Railway Co's R.M.S. *Empress of China* arrived at Shanghai at 4 a.m. on Saturday, the 8th inst., and left again at 2 p.m. same day for Nagasaki where she is due to arrive at 7 a.m. on Monday, the 10th inst.

The Imperial German Mail steamer *Kiautschou*, carrying the German Mails with dates from Berlin of the 13th May left Singapore on Friday 4 p.m., the 7th inst., and may be expected here on or about Wednesday, the 12th inst., at daylight.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Bennington*.....at Kowloon Dock.

Union....."....."

Hoikou....."....."

St. Enoch....."....."

Prometheus....."....."

June....."....."

Tris....."....."

Burnside</

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSHALLS, LONDON & BARROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon
HITACHI MARU	MARSHALLS, LONDON & BARROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 21st June, at Daylight
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 21st June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION."

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELL,"

will be despatched for PORTLAND (Or.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports, and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to

ALLAN CAMERON, General Agent.

SHEWAN, TOMES & CO.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.

The P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers in these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

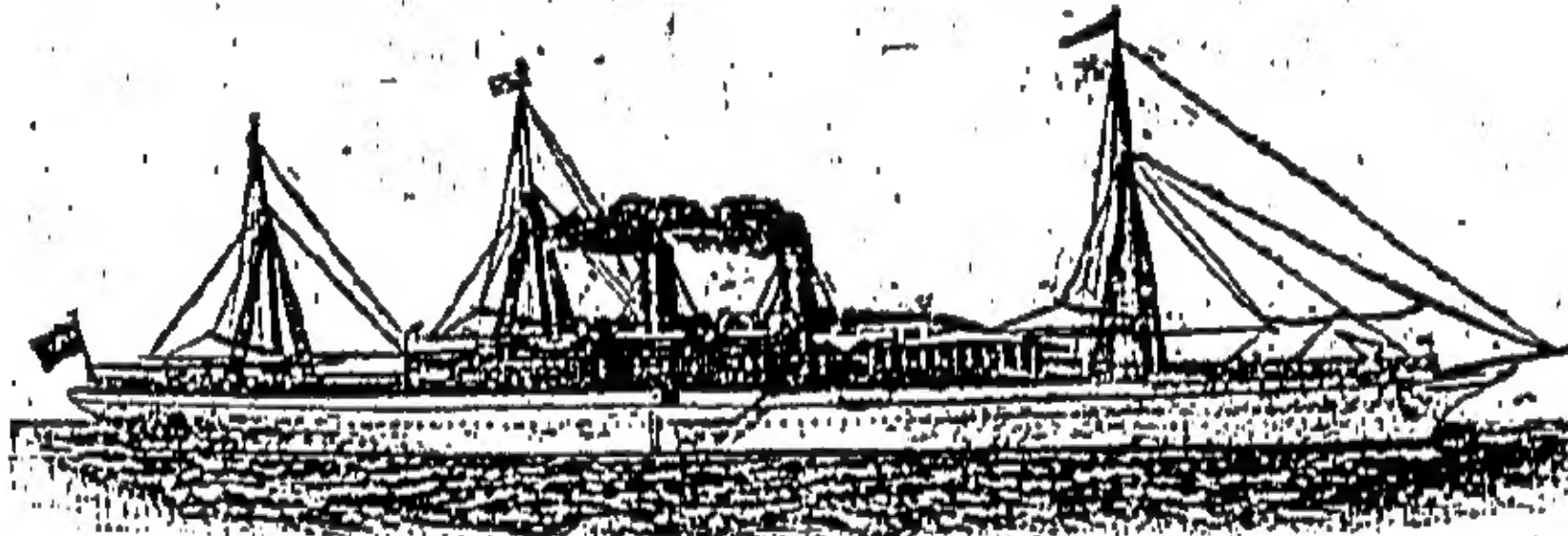
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT & BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th June. } Freight.
NUERNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th June. } Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th July. } Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 21st June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WOOSUNG"	12th instant.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, LAUNCESTON and MELBOURNE.	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"GLAUCUS"	11th June.
"	"ALCINOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
"	"PROMETHEUS"	9th July.
LIVERPOOL (DIRECT) (Taking Cargo at LONDON RATES).	"BHEPUS"	13th June.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, D. S. S. Co.

Hongkong, 8th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 9th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 3rd June, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 12th June. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 31st May, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 6th June, 1901. [321c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c. Belgian King—[3,379] about June 20

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. 29th May, 1901. [184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK. THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents. Hongkong, 18th May, 1901. [540c]

"GLEN" LINE OF STEAMERS.

FOR LONDON. THE Company's Steamship

"GLENGARRY," Captain J. S. Stevenson, will be despatched for the above Port, on FRIDAY, the 28th June. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents. Hongkong, 29th May, 1901. [579c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain " will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 11th May, 1901. [127c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Ports, TO-MORROW, the 9th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 8th June, 1901. [602c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"ESMERALDA," Captain J. McGinty, will be despatched for the above Port, on TUESDAY, the 11th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 7th June, 1901. [603c]

NAVIGAZIONE GENERALE ITALIANA, (Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BORMIDA,"

Captain D. Costa, will be despatched as above on WEDNESDAY, the 12th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 7th June, 1901. [604c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI," Captain " will be despatched as above on or about the 25th June. For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 16th May, 1901. [529c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 4th June, 1901. [594c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS. Sole Agents for CLEMENTS' WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST. 40, QUEEN'S ROAD, Watson's Building.

